

A MODERN POMPEII.

THE TOWN OF ST. PIERRE ISLAND OF MARTINIQUE, DESTROYED BY A DELUGE OF FIRE.

The Entire Population of 10,000 Souls Supposed to Have Perished—The Volcano of La Pelee Over Looked the Town is Still in View—Eruption of Martinique Was the Richest Piece of the Empire.

Paris, May 9.—The commander of the French cruiser Suchet has telegraphed to the minister of marine, M. DeLanessan, from Fort De France, Island of Martinique, under date of Thursday, May 8, at 10 p. m., as follows:

"Have just returned from St. Pierre, which has been completely destroyed by an immense mass of fire, which fell on the town at about 8 in the morning. The entire population (about 20,000 souls,) is supposed to have perished. I have brought back a few survivors, about 30. All the shipping in the harbor has been destroyed by fire. The eruption continues."

St. Pierre, it was announced from St. Thomas on Saturday last, had been covered with ashes to the depth of a quarter of an inch as the result of the outbreak of the Mont Pelee volcano, and appeared to be enveloped in fog. The town, which is the largest of the French West Indies, has a population of over 25,000 souls.

St. Pierre is one of the most picturesque towns of the West Indies. It is built along the seashore at the foot of a high range of mountains; its houses are gayly painted and its cathedral is quaintly imposing; its streets are clean and bordered with trees and flowers, and it has quite an extensive club life with a French veneer.

The volcano of Pelee or La Pelee dominates the town, rising to a height of 4,000 feet.

Martinique has a romantic interest from being the birthplace of the Empress Josephine, and the island on which Madame de Maintenon lived when a child.

The Exposition During the Month of May.

The Southern Railroad, the Atlantic Coast Line, and the Plant System have arranged to continue the sale of the cheap Tuesday tickets to the Exposition, as sold during the month of May. This will enable all who have not yet visited the Exposition to do so during its closing month, and those who have visited it, to again take advantage of the low rate offered, as many will undoubtedly do.

There has been a great deal said through the columns of the papers in regard to the Exposition, and its many attractive features. There is one, however, that has been almost entirely overlooked or ignored by all correspondents, and probably from the fact that its location is such as not to attract general attention. Reference is made to the Grass Garden of the U. S. Agricultural Department, which consists of four acres of ground, and is located just east of the encampment of the Marine Corps. Every farmer who visits the Exposition, should visit this garden. Here are to be found growing over fifty different specimens of forage crops suitable for our Southern soils, as well as wheat, rye, and barley of many kinds. The seeds of the different forage crops referred to have been gathered from Egypt, Africa, China, Ireland, Scotland, England, Australia and many other countries. The representative of the Agricultural Department in charge of the garden is a practical farmer, and can give the visitor full information regarding each and every species of the crop, and it can be said to every farmer, if he can spare time to come down, even if he spends only one day at the Exposition, let him carefully study these forage crops, get a list of such as he wants to use, and he will be ten times repaid for the expense of the trip, and for the time he may think he is losing from his farm.

New Sleeping Car Line to Charleston. Southern Railway announces establishment of additional sleeping car line to Charleston, S. C., from Cincinnati, Chattanooga and Atlanta via Augusta, southbound leaving Cincinnati at 8:05 p. m., Chattanooga at 6:45 a. m., Atlanta at 3:10 p. m., Augusta at 11:00 p. m., arriving in Charleston at 7 a. m. Returning, leave Charleston at 11 p. m., arrive at Augusta at 7:15 a. m., Atlanta at 12:45 p. m., Chattanooga at 9:50 p. m., Cincinnati at 8:10 a. m.

On this sleeping car line will be handled Pullman sleeping cars, and this completes the excellent service afforded by the Southern Railway and its connections to Charleston on account of the Exposition.

ONLY THREE MORE WEEKS OF THE EXPOSITION.

The Great Show at Charleston will close on June 1st—Everybody Ought to Attend on "Wagner Day," May 22d.

The South Carolina Inter-State and West Indian Exposition will have but three more weeks of stirring existence. Born of the far seeing enterprise of a few patriotic men, nursed to maturity by their unceasing toil and self sacrifice, in the face of a thousand obstacles, and in spite of doubt and criticism to those familiar with its broad scope and minute detail, its architectural grandeur and its infinite variety of exhibits, its scant treasury and its abundant achievement in all that constitutes an Exposition, it is the marvel of the industrial history of our country. Even its projectors dreamed not of so great an achievement. They builded far better than they knew, but progressed step by step to completion of what is undoubtedly the greatest Exposition the South has ever known, and considered from the standpoint of money invested and results accomplished, the greatest the world has ever seen. The proof is easy.

In a few days this great exponent of industrial progress will pass into history, the exhibits will be scattered to the four quarters of the earth, and the beautiful buildings removed. Those who have not seen it should not miss the opportunity of their lives, those who have, should see it again. It cannot be seen too often.

The remaining weeks are full of special "days," conspicuous among them Odd Fellows Day, May 13; West Indian Day, May 16, and last but not least "Wagner Day," May 22, designated in honor of the President of the Company, who by his unflinching zeal and liberality has given fruition to the plans of his company. Every South Carolinian, every man who loves a good patriotic citizen should be on the exposition grounds on "Wagner Day," and show at least some faint recognition of the work one man has done.

The railroads have made the low rates for "Wagner Day" that has ever been made on any occasion, and all can afford the small expense of attending the exposition.

An Alston Mystery.

[The State, 3rd]

Thursday afternoon some children playing on an old deserted farm near Alston found a newly made grave. They immediately reported the gruesome discovery and the coroner was summoned from his home 20 miles away. The grave was opened only to find that it was empty. It could be readily seen, however, that a small coffin had been buried, but had been removed. The entire police force of Alston, consisting of one man, is hot on the trail and determined to unearth the mystery.

GEORGIA SUPREME COURT.

Holla Trusts "An" be Handled Under the Common Law.

Atlanta, Ga., April 30.—The supreme court of Georgia today held that the efforts of the various drug firms in Atlanta to prevent a certain pharmacy from purchasing goods from wholesale houses which supplied the drug trade were illegal under the common law and contrary to the public policy. The court also held that the anti-trust law of Georgia was unconstitutional, the effect of the decision is that the trusts and other combinations can be proceeded against under the common law of the State.

Dots From St. Philip's.

The crops in this section are looking fine. There is a good prospect of plenty of fruit this year if no destruction.

Mr. W. W. Wicker, of Goldville, paid us a visit.

St. Philip's school closed today, and the teacher gave his pupil's a fine treat.

On the 28th of April we enjoyed some nice speaking at the Fork exhibition. At the close of the speaking the children represented the seven different races of people. Miss Esie Pearson, their teacher, made the one that was more punctual to her school duties a present, a small girl between nine or ten years old, won the prize. The winner was little Clara Lominick.

May, 2, 1902. Feathertop.

Pedestrianism in Germany.

A German friend of mine (he is somewhat of a humorist) was bantering me about the notorious aversion of Americans to walking, and he remarked that he had heard it said that the average American did not walk more than a mile a day. Of course I resented this gross libel, and I asserted that the average American thought nothing of starting out for a walk of five miles. I cited with a good deal of pride the habitual practice of Julian Hawthorne of taking a mere stroll of twenty or thirty miles whenever he has a few moments to devote to exercise. I spoke, too, of your townsman, Mr. Slason Thompson, editor of The America, who is in the habit of walking ten miles a day and running fifteen or twenty more.

My friend thereupon became personal, and ventured to intimate that I could not walk five miles. Of course I accepted the challenge implied, and peacefully doddering thenceforth that I was, I actually walked for four consecutive hours before I learned (upon remonstrating with my humorous friend) that a German mile was equal to four and a half English miles, and that in order to accomplish the feat I had undertaken I should have to cover twenty-two and a half miles.

Germany would be a veritable paradise, methinks, for Julian Hawthorne and Slason Thompson. They would be elected to the reichstag at the first congressional election.—Eugene Field in Chicago News.

Information for the Boy.

The instruction that nursemaids are able to impart to the greedy young minds that are given into their charge is truly fearful and wonderful. As a Comely Island boat was passing the Bartholdi statue a 5-year-old youngster was moved to ask the Milesian lady who attended him:

"What's that, Jane?"

"That's Liberty," quoth Jane.

"What's Liberty?" he asked again.

"Why, just Liberty. Don't you know what Liberty is?"

"What's Liberty?" he insisted.

"Why, you goose," instructed his teacher, "Liberty is—why it's—Freedom. And now you know, don't you?"

And of course he did. Just wait until somebody asks him.

There was more of the same kind from the same source.

"What's that, Jane?" he asked again.

"That's those, Jane," he asked again.

"What's those, Jane?" he asked again.

"That's life preservers," said Jane.

"What are they for?"

"They're for when you fall in the water and get drowned," she informed him, "and when you do they make you float."

"After you're drowned?" asked the boy.

"Oh, yes. I do wish you'd keep still and not ask so many questions, you bad boy."

But he didn't.—New York Evening Sun.

Drink Your Soda Slowly.

Good soda should be sipped. Quickly drinking off the effervescence, which is merely foam, an interval of a minute or two should be allowed before the last half of the glass is taken. Clerks should know this, and give customers time without warning by looks or actions that they are expected to leave in the shortest possible order after bolting their soda and paying for it. A glass of soda so taken is a refreshing stimulus, better than food in a very hot noon, but tossed off as most people take it is a recipe for cramps or indigestion.

If it is poor soda, tasting of metal with the silver worn off, or standing in silver too long, flavored with sirups made from oranges or lemons whose musty taste is plain to all refined palates, the less one takes the better for life and health. Girls who serve the cheap soda fountains at fancy stores will know this from experience, and the old hands rarely touch soda themselves. The girls behind the counters who depend on soda to keep up their strength through the close days injure their digestion by it, and perhaps owe more of their sudden indispositions to it than they imagine.—Shirley Dare in New York Herald.

What Mr. Curtis Learned to Write.

Whatever my style of writing may be, it is the result of natural selection and not of special design. The first author who interested me deeply after "Robinson Crusoe" and the usual children's books of fifty or sixty years ago was Washington Irving. Then came Walter Scott and Charles Lamb, Keats, Shelley and Wordsworth, then Bacon and Emerson, Burke and Carlyle, Thackeray and Hawthorne. But rhetoric or composition I have never studied. My long connection with the press has been of the utmost service to me as a writer. For many years I have been the chief editorial writer upon Harper's Weekly, a paper which takes part in political discussion, and the necessity of making myself intelligible to the rapid reader in a comparatively short space has been probably the best training I could have had. Fortunately I have no taste for what seems to me the frequent extravagance of newspaper writing, and therefore I have easily avoided it. Every young writer should remember that bigness is not greatness, nor fury force.—George William Curtis.

The Proper Function of a Newspaper.

In its ambition to be everything and to have everything the newspaper has traveled far beyond its legitimate bounds. The complaint of the magazines indicates the outgrowth on one side of those bounds; the more excited protests of an invaded privacy point to another overflow, and other burstings of limits are heard from in other directions. The original functions of a daily newspaper appear to have been forgotten. Keen competition among themselves has finally brought newspaper people to a condition of feverish anxiety in which everything within reach must be theirs. Nothing is so small that it cannot be stooped to; nothing too remote and abstruse for reaching after.—Noah Brooks in Forum.

The Single Thought.

"Ah," sighed the fond mother, "two souls with but a single thought!"

"Yes," echoed paternalistic, "and less than one dollar. I don't know how they're going to make it, Mary, unless—perhaps that single thought they've got is that papa's going to put up for two."—Denver Times.

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We transact a general Bank business, and accept deposits of all kinds, including time deposits and interest on same.

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A Fresh Supply of

Stafford's Ink, Carbons and Typewriter

Paper, Ink Eradicators, Etc., Etc.,

At Mayes' Book Store.

Our Ice Creams and So-da-lightful Waters are just right.

They are highly flavored and made up according to the taste.

Very cool and delicious at THE PELHAM FOUNTAIN.

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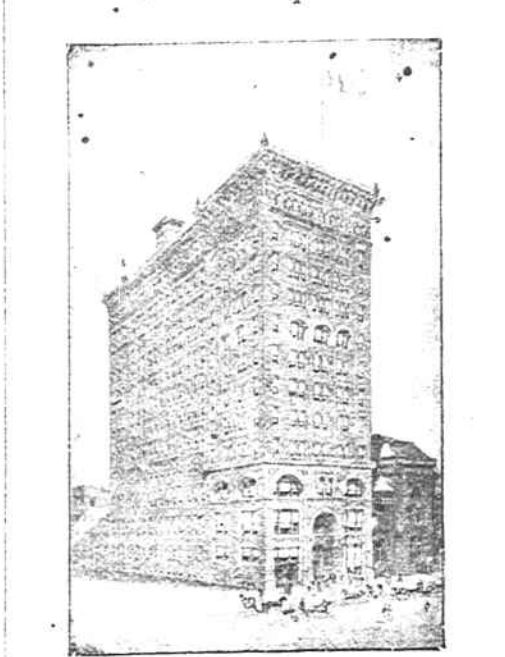
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The Fidelity Mutual Life Insurance Company, Philadelphia.



Mr. H. F. Gault, one of the most prominent merchants of Newberry writes as follows:

Newberry, S. C., April 9th, 1902.

Mr. F. G. Spearman, Gen. Agt., Newberry, S. C.

Dear Sir: After a thorough examination of the plans and security offered me by the Fidelity Mutual Life Insurance Company, and after a careful comparison of its rates and policies with those of other companies, both of which were submitted to me for my acceptance, I took a policy in the Fidelity on my life for four thousand, and later took out two more thousand. You can infer how highly I regard your company.

I advise all desiring insurance to investigate the Fidelity's plans before insuring.

With best wishes, Yours truly,

B. F. GRIFFIN.

SAVINGS BANK LIFE INSURANCE.

Life Insurance is the best Savings Bank.

1st. Because, if you die after making the first deposit, your family receives many times as much as you have deposited.

2nd. After having made annual deposits for more than three years, you can borrow at a reasonable rate the loan value of the policy, without other security.

For rates and terms for insurance, or an agency, apply to

F. G. SPEARMAN, Gen. Agt., Newberry, S. C.

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WEST INDIA LIMITED

DOUBLE DAILY SERVICE

Capital City Route.

Shortest line between all principal cities North, East, South and West.

Schedule in effect Dec. 1, 1901.

Central Time. Daily. Local At.

Northbound. Daily. Local At.

Southbound. Daily. Local At.

Central Time. Daily. Local At.

Northbound. Daily. Local At.

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Central Time. Daily. Local At.

Columbia, Newberry & Laurens RR Co

In Effect Sunday, February 24, 1902.

Southbound. Northbound.

AM. PM. AM. PM.

10:00 Lv. Columbia (S.A.L.) Ar. 1:00

10:15 Lv. Columbia (S.A.L.) Ar. 1:15

10:30 Lv. Columbia (S.A.L.) Ar. 1:30

10:45 Lv. Columbia (S.A.L.) Ar. 1:45

11:00 Lv. Columbia (S.A.L.) Ar. 2:00

11:15 Lv. Columbia (S.A.L.) Ar. 2:15

11:30 Lv. Columbia (S.A.L.) Ar. 2:30

11:45 Lv. Columbia (S.A.L.) Ar. 2:45

12:00 Lv. Columbia (S.A.L.) Ar. 3:00

12:15 Lv. Columbia (S.A.L.) Ar. 3:15

12:30 Lv. Columbia (S.A.L.) Ar. 3:30